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NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: July 12, 1990

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister Street, 6th Floor, San Francisco, CA 94102

Agency Contact Person: Diane Oshima **Telephone:** (415) 558-6253

Project Title:	89.589E: 300 Howard Street	**Project Sponsor:**	Bechtel Investments Realty, Inc.
		Contact Person:	William Bodrug
		Telephone:	(415) 768-5220

Project Address: 300 Howard Street
Block 3719, Lots 5, 6, 7, 8, 9
cisco

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San Francisco, CA 94102

REFERENCE BOOK

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/E A SIGNIFICANT EFFECT ON THE ENVIRONMENT
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the criteria of the Guidelines of the State Secretary for
Initial Study), 15064 (Determining Significant Effect), and
of Significance), and the following reasons, as documented
tion (Initial Study) for the project, which is attached.

Deadline for Filing an Appeal of this Determination to the City Planning Commission: July 23, 1990.

An appeal requires:
1) a letter specifying the grounds for appeal, and;
2) a $75.00 filing fee.

Barbara W. Sahm

BARBARA W. SAHM, Environmental Review Officer

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Project Sponsor: Bechtel Investments Realty, Inc.
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Telephone: (415) 768-5220

Project Address: 300 Howard Street
Assessor's Block and Lots: Block 3719, Lots 5, 6, 7, 8, 9
City and County: San Francisco

Project Description: Construction of a 27-story, approximately 350 foot tall office tower (plus one-story, 16 foot roof-top mechanical level); rehabilitation of an existing three-story building; and development of open space on the project site. The office tower would contain approximately 407,430 gsf of office space, 9,350 gsf of retail space, 24,190 gsf of parking (about 90 tandem valet spaces) and lobby, loading and mechanical area. The 342 Howard Street Building would be rehabilitated and would contain approximately 5,950 gsf of restaurant space and 3,170 gsf of office space. 8,600 sq. ft. of exterior open space would be developed on the project site. The project would replace an existing parking lot.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing an Appeal of this Determination to the City Planning Commission: July 23, 1990.

An appeal requires:
1) a letter specifying the grounds for appeal, and;
2) a $75.00 filing fee.

Barbara W. Sahm

BARBARA W. SAHM, Environmental Review Officer

ER5 6/85

300 HOWARD STREET
INITIAL STUDY
89.589E

I. PROJECT DESCRIPTION

The project site is on the western corner of the intersection of Howard and Beale Streets, Lots 5, 6, 7, 8 and 9 of Assessor's Block 3719 (See Figure 1). The site is located adjacent to the Transbay Transit Terminal, two blocks south of Market Street and two blocks north of the James Lick Freeway (I-80). The 35,003 square foot (sq. ft.) site is currently developed with a 29,170 sq. ft. attendant-controlled surface parking lot with tandem parking for approximately 180 vehicles, a one-story building and a three-story building. The one-story building, located at 193 Fremont Street, was damaged in the October 1989 earthquake and issued a Warning of Violation by the San Francisco Department of Public Works for structural reasons and is currently closed. In light of the structural damage sustained, the building was approved by the City for demolition. This building was formerly occupied by the Fremont House restaurant, containing approximately 2,500 sq. ft. of restaurant use. The three-story building, located at 342 Howard Street, is the Marine Electric Company Building which is designated as a Category III Building in the San Francisco Downtown Plan. The Marine Electric Company Building presently contains approximately 3,300 sq. ft. of restaurant use and 6,600 sq. ft. of vacant space.

The proposed 300 Howard Street project would consist of the construction of a new office tower on the existing parking lot, the renovation of the Marine Electric Company Building, and the development of open space on a portion of the existing parking lot and on the 193 Fremont Street site. The new office tower would be a 27-story, approximately 350 foot tall (plus one-story, 16 foot roof-top mechanical level) office and retail building containing a total of about 469,670 gross square feet (gsf) (See Figure 2). The proposed building would consist of approximately 24,190 gsf of parking including ramps (19,900 gsf excluding ramps; about 90 tandem valet spaces) and 8,390 gsf of mechanical and storage area on one subsurface level, about 9,350 gsf of retail space and 12,120 gsf of lobby and loading area on the ground floor, and approximately 407,430 gsf of office uses on floors 2 through 27. Floor 28 would be a mechanical penthouse containing approximately 8,190 gsf.

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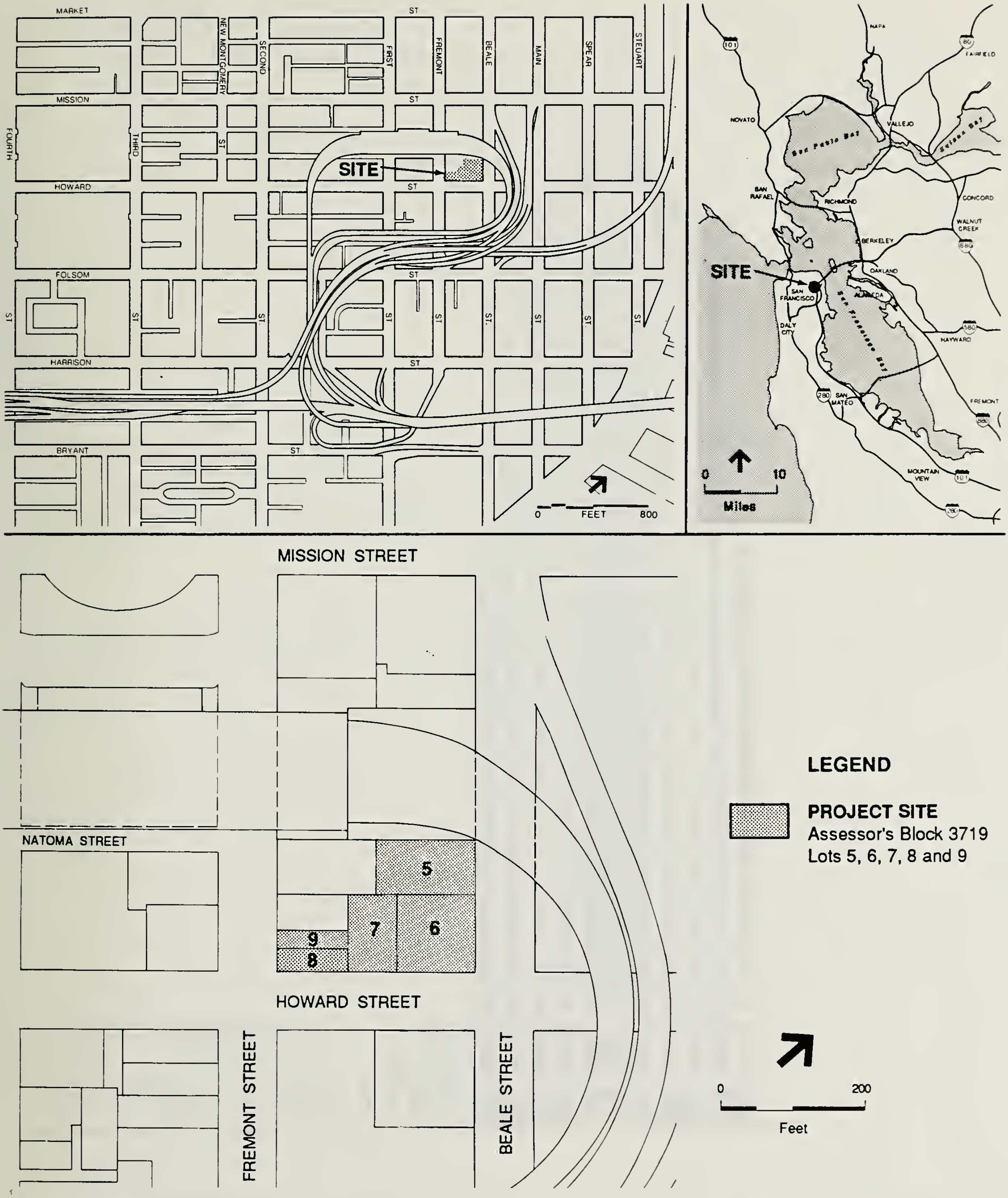

SOURCE: Environmental Science Associates, Inc.

Figure 1
Project Location

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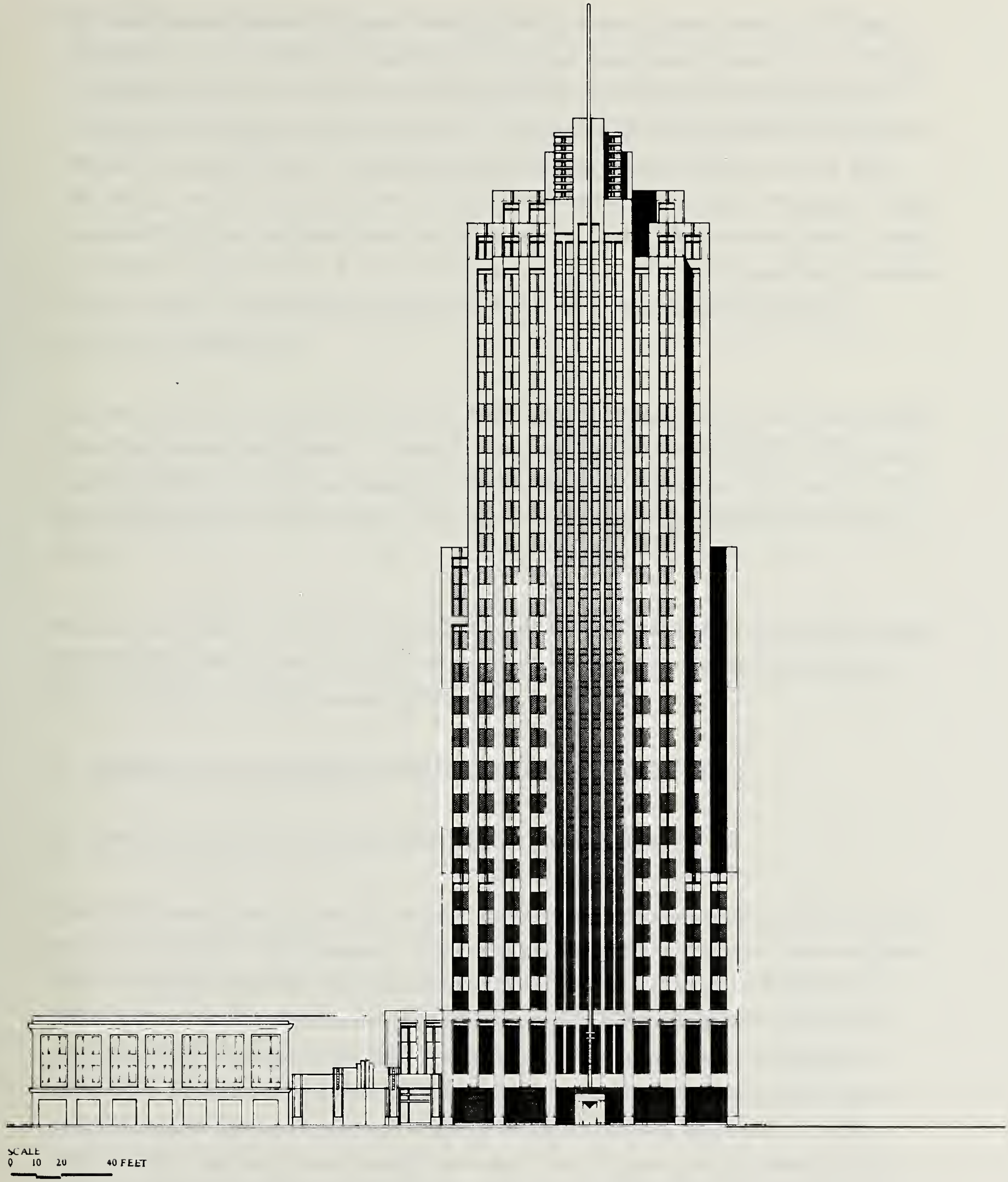

SOURCE: TAC

Figure 2
Howard Street Elevation

The rated Marine Electric Company Building would contain approximately 12,210 gsf, consisting of about 3,090 gsf of basement storage and maintenance space, about 5,950 gsf of restaurant space on the ground floor and second level mezzanine, and approximately 3,170 gsf of office space on the third floor. The proposed project, including both the new office tower and the Marine Electric Company Building, would contain a total of about 481,880 gsf, of which approximately 398,170 gsf would be applicable to the project's floor area ratio (FAR) as calculated under the City Planning Code. The proposed project would also include about 8,600 sq. ft. of exterior open space plus 800 sq. ft of walkway developed on Lots 7 and 9. The proposed project would require the removal of the existing 29,170 sq. ft. parking lot.

The site is in the C-3-0 (SD) (Downtown Office Special Development) Use District and the 350-S Height and Bulk District. The basic permitted floor area ratio (FAR) is 6:1 and the maximum allowable FAR, including transferable development rights (TDR) is 18:1. The FAR of the project would be about 11.4:1, and would require approximately 188,150 gsf of TDR.

Project construction would take about 18-20 months; total construction cost would be about $47,850,000 (1989 dollars). The project sponsor is Bechtel Investments Realty, Inc.; the project architect is The Architects Collaborative, Inc. (TAC).

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The 300 Howard Street project is examined in this Initial Study to identify potential effects on the environment. The cumulative impacts of growth in the C-3 districts were analyzed in the Downtown Plan EIR and updated in the Mission Bay and South of Market Plan EIRs. Current information contained in these area-wide EIRs will be summarized and incorporated by reference in the 300 Howard Street EIR as appropriate. In addition to cumulative impacts, some project-specific potential effects have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). They include: land use; visual quality; construction noise; project-related transportation analysis; traffic-generated air quality effects; shadow; wind; project-related employment; toxics; and geology and seismicity.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. As discussed in Section III starting on p. 6, these items require no further environmental analysis in the EIR:

Glare: Mirrored glass would not be used.

Housing: The project would comply with the Office Affordable Housing Production Program Ordinance. Cumulative and indirect effects, including those of the project, are addressed in the Mission Bay and Downtown Plan EIRs.

Operational Noise: After completion, building operation and project-related traffic would not perceptibly increase noise levels in the site vicinity. Operational noise would be regulated by the San Francisco Noise Ordinance and the project would conform to the Noise Guidelines of the Environmental Protection Element of the Master Plan.

Construction Air Quality: Project construction would have short-term impacts on air quality in the site vicinity. Mitigation measures to reduce particulate and hydrocarbon emissions generated during construction activities are included as part of the project (see mitigation measure on pp. 25-26).

Utilities/Public Services: The proposed project would contribute to the cumulative demand for public utilities and services in the downtown. Such impacts anticipated from cumulative downtown development were analyzed in the Downtown Plan EIR and no significant impacts were identified.

Biology: The project site is completely developed; therefore, the project would not affect vegetation or wildlife.

Hydrology: Measures to mitigate potential impacts associated with excavation and dewatering are included as part of the project (see p. 26).

Water Quality: The site is completely covered by impervious surfaces; therefore, the project would not affect drainage patterns or water quality. See also the measures referenced above to mitigate the potential impacts of dewatering and excavation.

Energy/Natural Resources: The project would be designed to comply with performance standards of Title 24 of the California Code of Regulations. Its annual energy budget would be about 167,000 Btu per sq. ft. Peak electrical energy and natural gas use would coincide with PG&E's systemwide peaks. Cumulative and indirect effects, including those of the project, are addressed in the EIR prepared for the Downtown Plan.

Cultural: Based on the findings of archival research, there is minimal likelihood that significant or potentially significant cultural resources lie buried within the confines of the project area. An exception is the possible presence of buried maritime resources. Mitigation measures to provide for on-site archaeological monitoring during subsurface excavation are included as part of the project (see pp. 26-27).

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

The 300 Howard Street EIR will incorporate information, as appropriate, from Program EIRs that have been previously published. Most of that information is related to cumulative impacts of downtown growth contained in the Mission Bay EIR (Case No. 86.505E), South of Market EIR (Final EIR certified December 7, 1989, Case No. 85.463E), and the Downtown Plan EIR (Final EIR certified October 18, 1984, Case No. EE81.3). The Mission Bay EIR covers the impacts of potential development in a 300-acre area just south of the greater downtown, from Townsend Street to Mariposa Street, east of the I-280 freeway. The South of Market Plan EIR analyzes impacts of development under the proposed South of Market Plan development controls and alternatives in the area generally south of Mission Street to the Mission Bay planning area and east of U.S. 101 to the Rincon Hill area east of Second Street. The Downtown Plan EIR analyzes the impacts of various development policy alternatives in the C-3 (Downtown) zoning districts in San Francisco.

The Mission Bay and South of Market EIRs include the most current estimates of employment growth for the Downtown & Vicinity and for the rest of the City; revised analysis and conclusions regarding overall cumulative transportation impacts in the future; and new cumulative air quality information. (The term "Downtown & Vicinity" means the C-3 District and the areas around it: South of Market, Mission Bay, South Van Ness, Civic Center, and the Northeastern Waterfront. See Mission Bay EIR, Vol. II, pp. IV.4-5). The Downtown Plan EIR contains other cumulative impact

information regarding such topics as energy consumption; community services and seismic effects that also is applicable to the 300 Howard Street project.

Where information from those area-wide EIRs is presented in the 300 Howard Street EIR, it will be incorporated by reference with a summary, pursuant to CEQA Sections 21061 and 21100 (see also State CEQA Guidelines Section 15150). Those reference documents are available for public review at the Office of Environmental Review, 450 McAllister Street, San Francisco.

A. COMPATIBILITY WITH EXISTING ZONES AND PLANS	Not Applicable	Discussed
1) Discuss any variances, special authorizations, or changes proposed to the City	___	X
* 2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	X	___

The proposed project would comply with the City Planning Code requirements concerning height, bulk and use in the C-3-0 (SD) (Downtown Office Special Development) District and the 350-S Height and Bulk District in which the proposed project would be located. The relationship of the proposed project to the policies of the Master Plan, including the Downtown Plan, and provisions of the City Planning Code, will be discussed in the EIR. The project would not conflict with other adopted plans and goals; however, issues related to compatibility with zoning and plans will be discussed in the EIR.

B. ENVIRONMENTAL EFFECTS

1) Land Use. Could the project:	Yes	No	Discussed
*(a) Disrupt or divide the physical arrangement of an established community?	___	X	X
*(b) Have any substantial impact upon the existing character of the vicinity?	___	X	X

The proposed project site is located south of Market Street, in the C-3-0 (SD) District covered in the Downtown Plan. The proposed project, containing office and retail uses, would constitute an increase in the intensity of the prevailing land uses on the site and

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

in the surrounding area. Land use and zoning issues will be discussed in the EIR, including the project site's possible future use as a below-grade or at-grade right-of-way for an extension of the CalTrain line.

2) Visual Quality. Could the project:	Yes	No	Discussed
*(a) Have a substantial, demonstrable negative aesthetic effect?		X	X
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?		X	X
(c) Generate obtrusive light or glare substantially impacting other properties?		X	X

The project's appearance and possible effects on views will be discussed in the EIR. Mirrored glass would not be used in the project; the building would not result in glare affecting other properties. The project would comply with City Planning Commission (CPC) Resolution 9212 which prohibits the use of mirrored or reflective glass. The EIR will, therefore, not discuss glare.

The EIR will discuss the proposed project's relationship to the urban design policies of the Downtown Plan and the objectives and policies of the Urban Design Element of the Master Plan.

3) Population. Could the project:	Yes	No	Discussed
*(a) Induce substantial growth or concentration of population?		X	X
*(b) Displace a large number of people (involving either housing or employment)?		X	X
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?		X	X

There are currently six persons employed on the project site. Two attendants are employed at the existing parking lot, and four persons are employed in the ground-level restaurant of the building at 342 Howard Street. The restaurant at 193 Fremont Street employed nine people prior to its closure after the October 1989 earthquake. Project specific employment information regarding number and type of employees on site with the proposed project will be included in the EIR.

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

The project would generate a demand for about 150 dwelling units according to the Office Affordable Housing Production Program (OAHPP) formula. The project must comply with the OAHPP, Ordinance No. 358-85, requiring the provision of about 160 units or payment of an in-lieu fee of about $2,740,000./1/ Cumulative and indirect effects including those of this project are addressed in the Downtown Plan EIR and the Mission Bay EIR and will be summarized and incorporated by reference in the 300 Howard Street EIR. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) and the Mission Bay Draft EIR (86.505E) may be examined at the Department of City Planning, 450 McAllister Street; the San Francisco Main Library; and various branch libraries.

NOTE - Population

/1/ Compliance with the Office Affordable Housing Production Program (OAHPP), Ordinance 358-85, may be achieved through provision of housing units, payment of an in-lieu fee, or a combination of these two methods. The OAHPP uses the following formulas to compute the required number of housing units and the amount of in-lieu fees (San Francisco Planning Code Section 313.5(1) and 313.6(1)):

Net Addition Gross Sq. Ft. Office Space X .000386 = Housing Units
Net Addition Gross Sq. Ft. Office Space X $6.94 = Total Fee

4)	Transportation/Circulation. Could the project:	Yes	No	Discussed
*(a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	X		X
*(b)	Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	X		X
(c)	Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	X		X
(d)	Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	X		X

Increased employment at the site would increase demand on existing transportation systems. The number of pedestrians in the area would also increase. The project would not alter existing circulation patterns except during construction; its effects on circulation during construction will be discussed in the EIR. The project would decrease the number of parking spaces on the site from 180 to about 90. Trip generation will be discussed in the

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

EIR. Traffic would enter and exit the proposed project's garage on Beale Street, and could affect traffic on Beale Street, a Transit Preferential Street. Localized transportation impacts of the project will be analyzed in the EIR.

The proposed project could cause traffic circulation problems, and increases in traffic, transit and parking demand. The EIR will discuss traffic increases and movement as they relate to the operation of the street and freeway network in the project vicinity, in particular, the I-80 and US 101 ramps in the vicinity.

The cumulative transportation effects of development in the C-3 districts, including the project, are analyzed in the Mission Bay and South of Market Plan EIRs. The cumulative analysis contained in these EIRs regarding transportation will be summarized in the 300 Howard Street EIR, and the project's effects in relation to cumulative impacts will be discussed.

5) Noise. Could the project:	Yes	No	Discussed
*(a) Increase substantially the ambient noise levels for adjoining areas?	X		X
(b) Violate Title 24 Noise Insulation standards, if applicable?		X	X
(c) Be substantially impacted by existing noise levels?		X	X

Demolition, excavation, and building construction would temporarily increase noise in the site vicinity. The construction period would last about 18-20 months, with piledriving taking place during the evenings and weekends. Project construction noise and its possible effects on sensitive receptors will be addressed in the EIR.

The noise environment of the site, like all of downtown San Francisco, is dominated by vehicular traffic noise. The Downtown Plan EIR indicated a day-night average noise level (L_{dn}) of 75 dBA on Howard Street and 74 dBA on Beale Street near the site in 1984, and predicts no audible change for downtown noise levels though 1990./1,2/ The Environmental Protection Element of the Master Plan contains guidelines for determining the compatibility of various land uses with different noise environments. For office uses, the guidelines recommend an analysis of noise reduction requirements and inclusion of noise insulation features in the building design. The project sponsor has indicated that

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

noise insulation measures would be included as part of the design (see mitigation, p. 25). The proposed project would not include housing, so Title 24 Noise Standards would not be applicable.

Project operation would not result in perceptibly greater noise levels than those existing in the area. The amount of traffic generated by the project during any hour of the day, and cumulative traffic increases at the time of project completion, would cause traffic noise levels to increase by one dBA L_{dn} or less. To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required; traffic increases of this magnitude would not occur with anticipated cumulative development including the project./3/

The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project site and surrounding area are within a C-3-0 district. In this district, the ordinance limits equipment noise levels at the property line to 70 dBA between 7 a.m. and 10 p.m. and 60 dBA between the hours of 10 p.m. and 7 a.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to 60 dBA. As equipment noise would be limited to 60 dBA to meet the nighttime limit, it would not be perceptible above the ambient noise levels in the project area; operational noise requires no further analysis and will not be included in the EIR.

NOTES - Noise

/1/ San Francisco Department of City Planning, Downtown Plan Environmental Impact Report (EIR), EE81.3, certified October 18, 1984, Vol. 1, Table IV.J.2.

/2/ dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulated the response of the human ear to various frequencies of sound. L_{dn}, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.

/3/ See Downtown Plan EIR, Vol. 1, Continuous Section IV.E generally and pp. IV.J.8-18. Increases of 1 dBA or less in environmental noise are not noticeable by most people outside a laboratory situation (National Academy of Sciences, Highway Research Board, Research Report No. 117 (1971)). (See also FHWA Highway Traffic Noise Prediction Model, Report #FHWA-RD-77-108, December 1978, p. 8, regarding doubling of traffic volumes producing increases of 3 dBA or more, which are noticed by most people).

6) Air Quality/Climate. Could the project:	Yes	No	Discussed
*(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	X		X
*(b) Expose sensitive receptors to substantial pollutant concentrations?		X	X
(c) Permeate its vicinity with objectionable odors?		X	X
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	X		X

Two types of air quality impacts could be expected from the proposed project: long term impacts related to use and operation of the project, and short term impacts from construction activity. Project related traffic and cumulative downtown traffic can be expected to contribute to existing air pollution near the project site and will be discussed in the EIR.

Construction activities would temporarily affect local air quality. Demolition and construction activities would not involve burning of any materials and would not create objectionable odor. Demolition, grading and other construction activities would temporarily affect local air quality for about 20 months, causing a temporary increase in particulate dust and other pollutants. Dust emission during demolition and excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 feet. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of particularly large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronics or communications equipment. The project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates by at least 50 percent, would require covering soil, sand and other material, and would require street sweeping around demolition and construction sites at least once per day (see mitigation, pp. 25-26).

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions (see mitigation, pp. 25-26). Construction air quality effects require no further analysis.

The cumulative effects on air quality of traffic emissions from traffic generated by development in the Downtown & Vicinity including the project are analyzed in the Mission Bay and South of Market Plan EIRs. The cumulative analysis in the Mission Bay and South of Market Plan EIRs regarding air quality will be incorporated by reference and the project's effects in relation to cumulative effects will be discussed. The analysis and conclusions of these EIRs remain current regarding future and project conditions.

Potential shadowing impacts of the project on sidewalks, parks and other open spaces will be discussed in the EIR. The analysis will include shadow diagrams.

Section 148 of the City Planning Code establishes comfort criteria of 11 mph equivalent wind speed for pedestrian areas and seven mph for seating areas, not to be exceeded more than ten percent of the time, year-round between 7:00 a.m. and 6:00 p.m. Project wind effects including the results of wind tunnel testing and the effects of the project in relation to the City Planning Code criteria, will be discussed in the project EIR.

7) Utilities/Public Services. Could the project:	Yes	No	Discussed
*(a) Breach published national, state or local standard relating to solid waste or litter control?	__	X	__
*(b) Extend a sewer trunk line with capacity to serve new development?	__	X	__
(c) Substantially increase demand for schools, recreation or other public facilities?	__	X	__
(d) Require major expansion of power, water, or communications facilities?	__	X	__

The Downtown Plan EIR concluded that demand for utilities and public services resulting from development in the C-3 districts under the Downtown Plan would not be significant.

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

The project would fall within this development forecast. The Downtown Plan EIR analysis remains current and valid for future and project conditions. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister Street.; the San Francisco Main Library and various branch libraries. The community service setting and impact discussions are presented in Vol. 1 pp. IV.F.1-21; Vol. 2, pp. A.6-7 and K.1-13; Vol. 3, part 2, pp. C&R-F.1-7. This topic requires no further analysis in the EIR.

8) Biology. Could the project:		Yes	No	Discussed
*(a)	Substantially affect a rare or endangered species of animal or plant or the habitat of the species?		X	X
*(b)	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?		X	
(c)	Require removal of substantial numbers of mature, scenic trees?		X	

Because the site is covered by impervious surfaces, the project would not affect plant or animal habitats. This topic will not be discussed in the EIR.

9) Geology/Topography. Could the project:		Yes	No	Discussed
*(a)	Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction).		X	X
(b)	Change substantially the topography or any unique geologic or physical features of the site?		X	X

A geotechnical investigation would be made for the project, and a detailed geotechnical report would be prepared by a California-licensed geologic engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction for the project. Geologic and seismic concerns, including a summary of findings from the geotechnical report and a discussion of seismic issues, will be included in the EIR.

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

10) Water. Could the project:	Yes	No	Discussed
*(a) Substantially degrade water quality, or contaminate a public water supply?		X	
*(b) Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?		X	X
*(c) Cause substantial flooding, erosion or siltation?		X	X

The site is currently covered with impervious surfaces. The project would cover the site with a building and paved area and therefore would not alter the drainage pattern of the site. Site runoff would drain into the City's combined sanitary and storm drainage system. A mitigation measure to prevent sediment from entering storm sewers is proposed as part of the project (see mitigation, p. 26). The project would not affect drainage patterns or water quality because the site is now entirely covered with impermeable surfaces. No further analysis of this topic is required in the EIR.

11) Energy/Natural Resources. Could the project:	Yes	No	Discussed
*(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use them in a wasteful manner?		X	X
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?		X	X

The only current energy consumer on the site is a restaurant on the first floor of the Marine Electric Company Building. Annual energy consumption of this facility is about 110,000 kWh of electricity and about 570 million Btu of natural gas at the source. Annual energy consumption at the Fremont House restaurant prior to its closure after the October 1989 earthquake was about 90,000 kWh of electricity and about 430 million Btu of natural gas at the source. A minimal but unknown amount of energy is consumed by existing parking uses on the site./1,2/

Removal of existing structures would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 730 billion Btu of gasoline, diesel fuel, natural gas, and electricity./3/ Distributed over the estimated 50-year life of the project, this would be about 14.6 billion Btu per year, or about 20 percent of building energy requirements.

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

Table 1 shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 1,700 kW, an estimated 0.008 percent of PG&E's peak load of 17,600 MW./4/ Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be about 19,500 cu. ft. per day, or about 0.05 percent of PG&E's peak load of about 3.7 billion cu. ft. per day./5/ Annual and peak daily electricity and natural gas consumption are shown in Figures 3 and 4.

Projections of electrical use for growth that would occur in the C-3 district under the Downtown Plan, as analyzed in the Downtown Plan EIR, indicate an increase of about 330-350 million kWh per year between 1984 and 2000, as a result of all new development occurring in the C-3 district. Natural gas consumption is expected to increase by 470 million cu. ft. (about five million therms) per year during the same time period, of which 210 million cu. ft. (about two million therms) per year would be for office uses. These figures remain current for the C-3 district.

Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration, wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

Project-related transportation would cause additional, off-site energy consumption. Annual project-related trips (about 290,000 auto vehicle trip ends [vte], 180,000 bus person trip ends [pte], 28,000 train pte, 13,000 ferry pte, 27,000 jitney/van/taxi/motorcycle/charter bus pte, 350,000 BART pte, and 440,000 Muni electric pte) would require about 150,000 gallons of gasoline and diesel fuel, and about 1.8 million kWh of electricity annually, as indicated in Table 2. These figures were calculated based on data contained in the Downtown Plan EIR. The total annual transportation energy demand, converted with at-source factors to a common thermal energy unit, would be about 38.7 billion Btu, the energy equivalent of about 7,000 barrels of oil. This projected use is based upon the mix

TABLE 1: ESTIMATED PROJECT ENERGY USE/a,e/

Daily Natural Gas Consumption/b/	
Estimated natural gas consumption per sq. ft.	37.0 Btu/c/
Estimated total natural gas consumption	175.0 Therms
Monthly Electric Consumption/b/	
Estimated electrical consumption per sq. ft.	1.3 kWh (12,900 Btu)/d/
Estimated total electrical consumption	590,000 kWh (6.0 billion Btu)
Annual Consumption	
Estimated total annual natural gas consumption	64,000 Therms (6.0 billion Btu)
Estimated total annual electrical consumption	7.1 million kWh (72.7 billion Btu)
Estimated total annual energy consumption	79.1 billion Btu (14,100 barrels of oil)

/a/ Energy use includes space conditioning, service water heating, and lighting in accordance with allowable limits under Title 24. Estimated electricity includes an additional three kWh/sq. ft./yr., consumed by appliances such as typewriters, computers, coffee makers, etc., than assumed by Title 24 estimates.

/b/ Electricity and natural gas consumption was based on estimates provided by Flack & Kurtz, Consulting Engineers (written communication, February 20, 1990).

/c/ Btu (British thermal unit): a standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water 1 degree Fahrenheit (251.97 calories) at sea level.

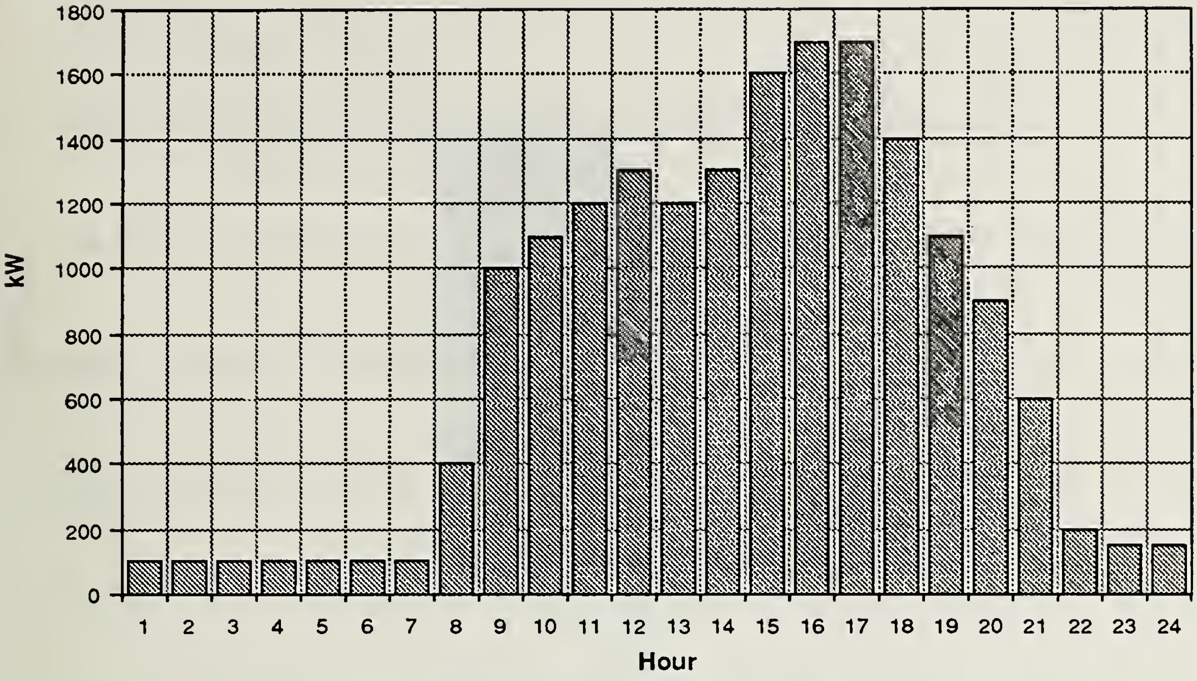
/d/ Energy Conversion Factors:
one gallon gasoline = 125,000 BTU
one kilowatt (kW) = 10,239 BTU
one therm = 100,000 BTU
one barrel oil = 5,600,000 BTU

/e/ Monthly and annual figures may not match due to rounding to three significant digits.

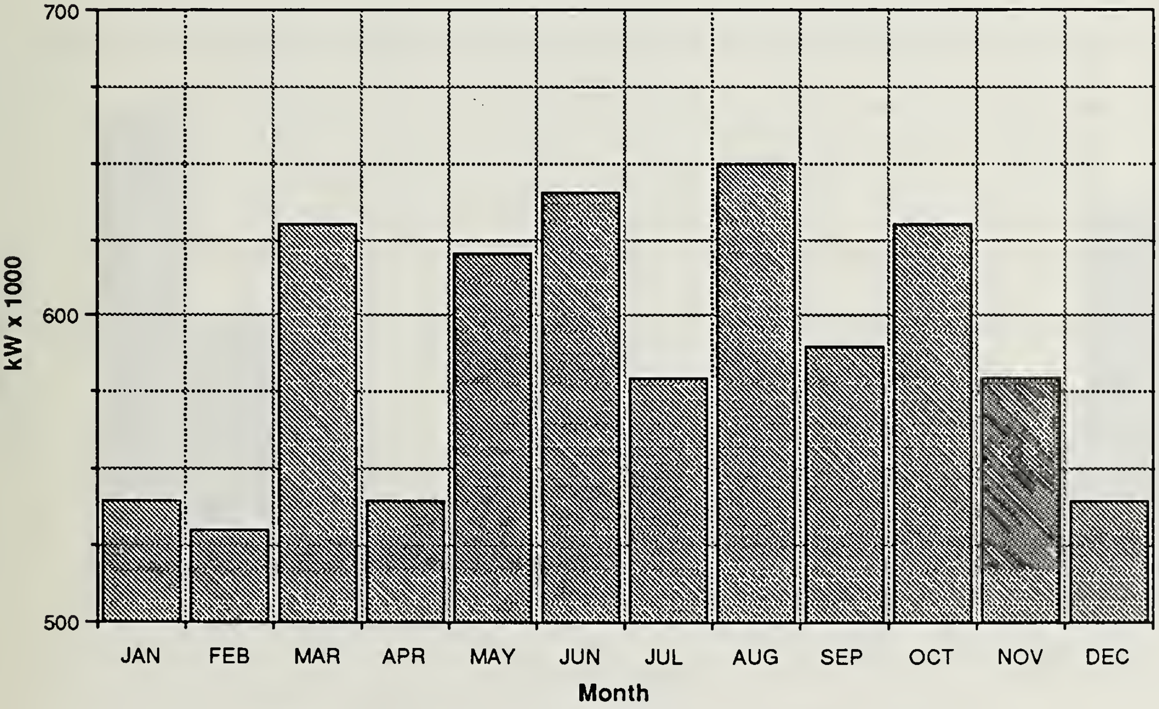
SOURCE: Flack & Kurtz, Environmental Science Associates, Inc., and Department of City Planning

of highway vehicles in California in 1987. Vehicle fuel is expected to decrease as the vehicle fleet becomes more efficient and fuel more expensive.

The Downtown Plan EIR (pp. IV.G.5 - IV.G.19) concluded that energy consumption resulting from development in the C-3 district under the Downtown Plan would not be significant and that conclusion remains valid for the future and project conditions. Energy impacts requires no further analysis and will not be discussed in the EIR.



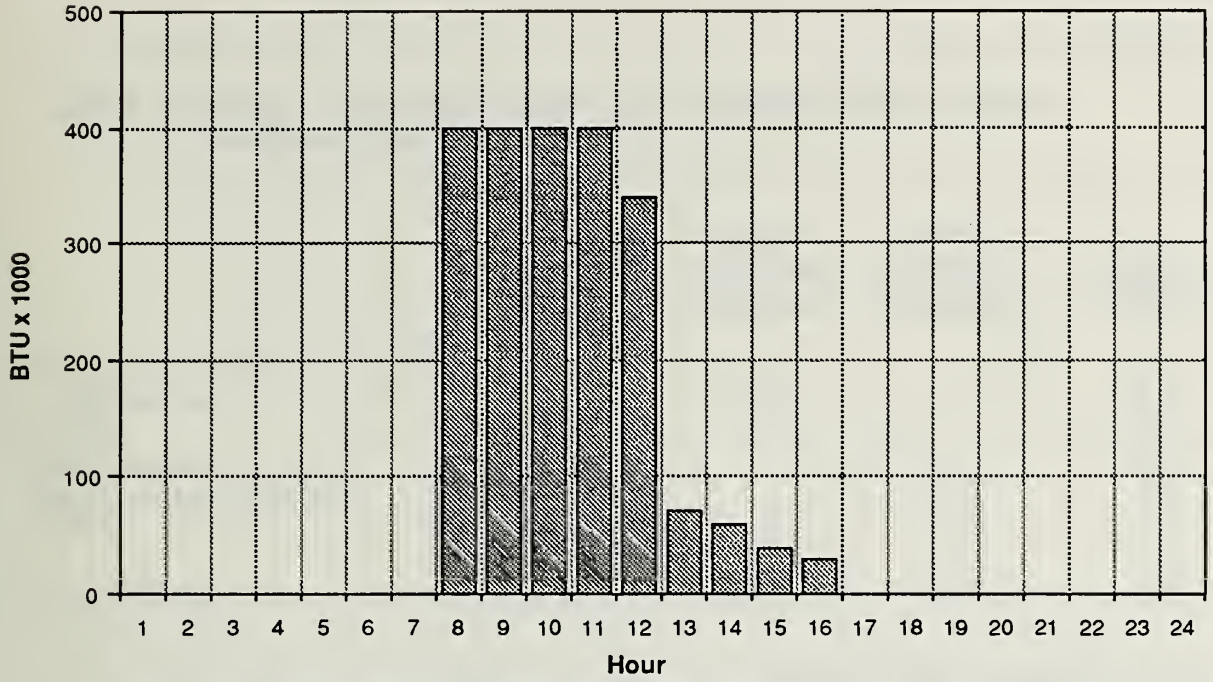
PEAK DAY ELECTRICAL DEMAND BY HOUR (AUGUST)



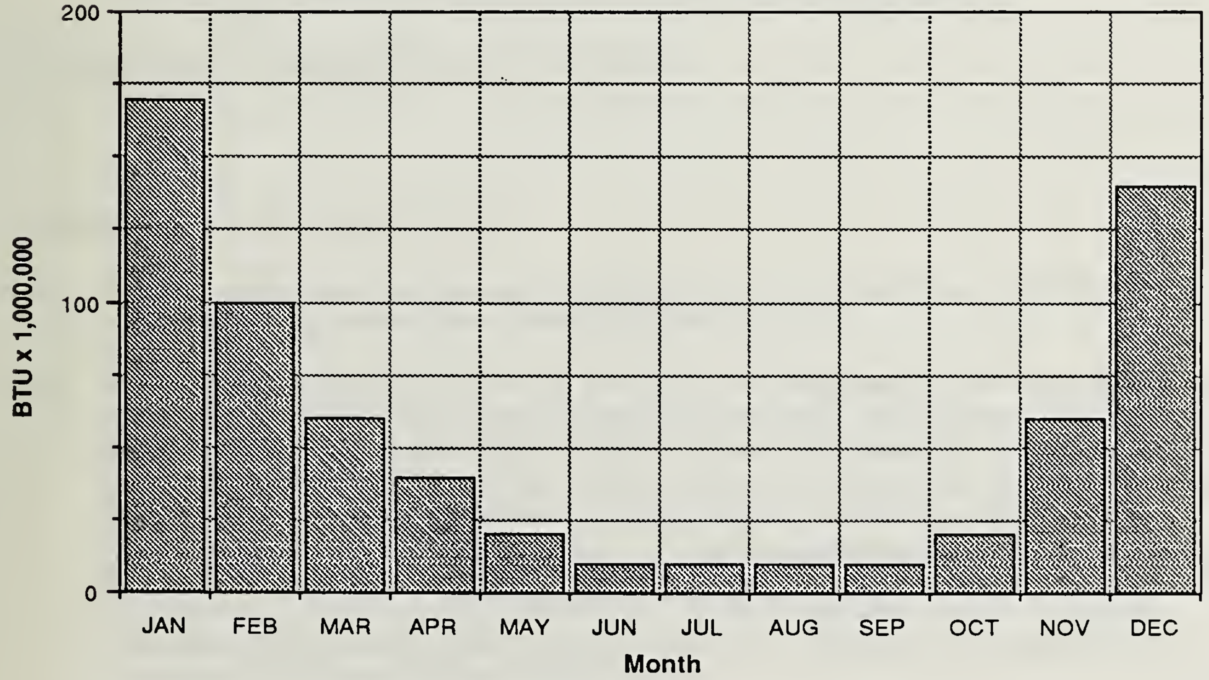
ANNUAL CONSUMPTION OF ELECTRICITY BY MONTH

SOURCE: Flack & Kurtz; and ESA

Figure 3
Estimated Electricity-Peak Day
Demand and Annual Consumption



PEAK DAY NATURAL GAS LOAD DISTRIBUTION (JANUARY)



ANNUAL NATURAL GAS LOAD DISTRIBUTION

SOURCE: Flack & Kurtz; and ESA

Figure 4
Estimated Natural Gas Peak Day and
Annual Gas Load Distribution

TABLE 2: PROJECT-RELATED ANNUAL TRANSPORTATION ENERGY CONSUMPTION IN 2000/a/

	Electricity (Thousands of kWh)	Gasoline (Thousands of Gallons)	Diesel (Thousands of Gallons)	Total Btu (Billion)
Auto/Taxi/Jitney/Motorcycle/ Charter Bus	--	125.4	--	17.6
BART	1,070	--	--	10.9
Muni Electric	690	--	--	7.4
Regional Bus Systems	--	--	15.1	2.4
SPRR	--	--	6.5	1.0
Project Total	1,760	125.4	21.6	39.0

/a/ The methods used to calculate these figures are described in detail in the Downtown Plan EIR, EE81.8, certified November 18, 1984, in Appendix N. The associated data is contained in Table 6 of that document. Calculations are also based, in part, on vehicle miles travelled (see calculations for the project on file at the Department of City Planning, Office of Environmental Review, 450 McAllister St.).

SOURCE: Environmental Science Associates, Inc.

NOTES - Energy/Natural Resources

/1/ Existing energy consumption on the project site was estimated from average PG&E restaurant energy consumption factors for 1990.

/2/ The British thermal unit (Btu) is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level; all references to Btu in this Initial Study are at-sources values. The term "at-source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms as specified in: ERCDC, 1977, Energy Conservation Design Manual for New Non-Residential Buildings, Energy Conservation and Development Commission, Sacramento, California, and Apostolos, J.A., W.R. Shoemaker, and E. C. Shirley, 1978 Energy and Transportation System, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.

/3/ Hannon, B., et al., 1978, "Energy and Labor in the Construction Sector," Science 202:837-847.

/4/ Brock, Kelly, Dispatcher for PG&E, telephone conversation, January 29, 1990.

/5/ Grimm, Robert, Assistant Chief Gas Dispatcher for PG&E, telephone conversation, January 30, 1990.

12) Hazards. Could the project:	Yes	No	Discussed
*(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	X	X
*(b) Interfere with emergency response plans or emergency evacuation plans?	___	X	X
(c) Create a potentially substantial fire hazard?	___	X	X

The project would not create a potential public health hazard through the production or disposal of harmful materials.

The project would increase the daytime population in downtown San Francisco. Employees in the proposed building would contribute to congestion if an emergency evacuation of the downtown area were required. This issue and any appropriate mitigation measures will be addressed in the EIR.

The increased number of persons using the site would not substantially increase the fire hazard at the site as the project would be required to conform to the Life Safety provisions of the San Francisco Building Code and Title 24 of the California Code of Regulations. The project would replace one building and upgrade one building built prior to these code requirements.

A discussion of the potential for encountering toxic materials at the project site including asbestos during building rehabilitation, subsurface toxins during excavation, and the project's relation to Ordinance No. 253-86 (the Maher Ordinance) will be included in the EIR.

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

13) Cultural. Could the project:	Yes	No	Discussed
*(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historical or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	X		X
(b) Conflict with established recreational, educational, religious or scientific uses of the area?		X	X
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?		X	X

Archival research was conducted regarding the possibility of encountering artifacts on the project site./1/ The history of the Howard Street project site is one of continuous development and intensive use since at least the early 1860's. The subject property was located in close proximity to both Happy Valley and Rincon Hill, two of the earliest centers of settlement south of Market Street. From the early 1860's onward, the project area and its immediate surroundings played an important role in the South of Market area's mid-to-late 19th century industrial boom.

According to an 1843 sketch map and the 1852 U.S. Coast and Geodetic Survey map of San Francisco, the original San Francisco Bay shoreline was approximately one block to the west of the eastern edge of the proposed Howard Street project site, along the line of what today is First Street. The entire project area lay submerged beneath the waters of the bay, at an approximate depth of between three and five feet, near the southern periphery of a sheltered anchorage known as Yerba Buena Cove. In its natural state, immediately prior to the start of the Gold Rush in 1849, the shoreline of Yerba Buena Cove consisted of a rather narrow, semicircular strip of level ground, sloping gently upward toward the west. The flat area was surrounded on all three landward sides by large sand hills.

Because the project site was submerged beneath the waters of Yerba Buena Cove during the Prehistoric, Spanish, Mexican and Early American periods (ca. 6000 B.C. - A.D. 1848), it appears unlikely that cultural resources associated with the pre-Gold Rush occupation of San Francisco would be encountered within the confines of the present subject property.

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

The only exception, would be the remote possibility of discovering a submerged Native American shellmound or lost or discarded items from vessels using the Cove during the Spanish, Mexican, and Early American periods.

The present project area lay to the south of the center of Gold Rush San Francisco, therefore the urban development of the city during this period had no direct impact on the proposed Howard Street project site. The documented history of the project area begins in about 1850 or 1851, when a gas works was constructed immediately to the west of the project site, within the block bounded by Mission, Fremont, Howard, and First Streets. For a period of up to ten years, the project site was inundated with the waste products of the gas works, to the degree that the property and its immediate surroundings acquired the name "Tar Flat."

Although unlikely, the possibility exists of discovering Gold Rush era maritime remains within the proposed project site. A number of 19th century wooden sailing ship hulks are buried in landfill beneath the Financial District and South of Market area. These vessels were originally used as storeships or for housing, and when they were no longer useful, they were used as part of the fill along San Francisco's waterfront.

The filling of Yerba Buena Cove had been occurring since the early 1850's. The amount of filling necessary for a given piece of property was based on the need to bring it to the level of the official city grade. Fill consisted mostly of dune sand, building rubble, abandoned ships, and other refuse. Sometime in the early-to-mid 1860s the proposed Howard Street site was filled, although the property remained in service to the gas works as a coal storage area. The remaining portion of the block, immediately adjacent to the present project site, became home to a variety of foundry operations, including the Vulcan Iron Works.

The character of the project site remained essentially unchanged until the Earthquake and Fire of 1906. Following this calamity, the nature of the site and surrounding blocks was permanently changed, as most of the heavy industry in the South of Market area relocated to the environs of Potrero Hill. The proposed Howard Street project site became home to a variety of facilities for light industry and storage.

A 1913 Sanborn Insurance Company map of San Francisco, updated to 1929, shows the site occupied by several one to three story buildings of various types of construction. At the northwest corner of Howard and Beale Streets, a single story building made of iron was

used as storage, while another single story brick building immediately to the west, fronting onto Howard Street between Beale and Howard, is labeled "Auto Sales and Service." Adjacent to the west, at the northeast corner of Fremont and Howard Streets, a three story brick building labeled "Elec. Repair Shop/Printing and Bookbinding" is shown. This is probably the same Category III Historic structure which stands on the site today, and is scheduled to be rehabilitated and incorporated into the proposed Howard Street project. Immediately to the north of this building, fronting onto Fremont Street, was a two story structure of reinforced concrete labeled "storage." Opposite this building to the east, fronting onto Beale, was a "Coke and Brick Yard." This yard adjoined the corrugated iron structure, already discussed above, at the corner of Beale and Howard Streets. The remaining northern portion of the block bounded by Mission, Beale, Howard and Fremont Streets contained several warehouse facilities for dry goods, paint and glass. Today, most of the site is vacant and used for surface parking except for the Marine Electric Company Building and the 193 Fremont Street building.

Based on the findings of archival research, there is a minimal likelihood that significant, or potentially significant cultural resources from the mid-19th through early 20th century periods lie buried within the confines of the project area. An exception concerns the possible presence of buried maritime resources. A number of Gold Rush hulks are known to exist at various locations within the South of Market area. Given the above findings, the archaeological consultant recommends that no pre-construction archaeological testing procedures are necessary with regard to the present subject parcel. As a precautionary measure, however, it is recommended that a program of on-site archaeological monitoring be conducted within the confines of the proposed Howard Street project during the course of subsurface construction excavation (see mitigation measures, pp. 26-27).

The potential for encountering subsurface cultural materials on the site requires no further analysis and will not be discussed in the EIR. Architectural resources, including a discussion of the existing on-site historic structure, will be included in the Urban Design section of the EIR.

NOTE - Cultural

/1/ An archaeological resources report titled Archival Cultural Resources Evaluation of the Proposed Howard Street Development Project, San Francisco, California was prepared for the proposed site by Allen G. Pastron, Ph.D., of Archeo-Tec, February 1990, and is on file at the Office of Environmental Review, Department of City Planning, 450 McAllister Street, San Francisco.

C. OTHER	Yes	No	Discussed
Require approval and/or permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State, or Federal Agencies?		X	

D. MITIGATION MEASURES	Yes	No	N/A	Discussed
1) If any significant effects have been identified, are there ways to mitigate them?				X
2) Are all mitigation measures identified above included in the project?	X			X

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and also including other measures which would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

Operational Noise

- As recommended by the Environmental Protection Element of the San Francisco Master Plan, an analysis of noise reduction measures would be prepared by the project sponsor and recommended noise insulation features would be included as part of the proposed building. For example, such design features could include fixed windows and climate control.

Construction Air Quality

- The project sponsor would require the contractor to sprinkle demolition sites with water continuously during demolition activity; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep streets surrounding demolition and construction sites at least once per day to reduce particulate emissions. The project sponsor would require the project contractor to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling of motors

when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Geology/Topography/Hydrology

- A geotechnical investigation would be made for the project, and a detailed geotechnical report would be prepared by a California-licensed geologic engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction for the project.

- If the project were to include dewatering, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.

- The project sponsor would require the general contractor to install and maintain sediment traps in local stormwater intakes during the construction period to reduce the amount of sediment entering the storm drain/sewer lines, if this is found necessary by the Industrial Waste Division of the Department of Public Works.

Water Quality

- See the second and third measures under Geology/Topography/Hydrology, above, for mitigation proposed to prevent sediment from entering storm sewers.

Cultural

- The sponsor would retain the services of an archaeologist. The Environmental Review Officer (ERO) in consultation with the President of the Landmarks Preservation Advisory Board (LPAB) and the archaeologist would determine whether the archaeologist should instruct all excavation and foundation crews on the project site of the potential for discovery of cultural and historic artifacts, and the procedures to be followed if such artifacts are uncovered.

Given the archival history of the project site, an historical archaeologist would be present during site excavation and would record observations in a permanent log. The ERO would also require cooperation of the project sponsor in assisting such further investigations on site as may be appropriate prior to or during project excavation, even if this results in a delay in excavation activities.

- Should archaeological resources be found following commencement of excavation activities, the archaeologist would assess the significance of the find, and immediately report to the ERO and the President of the LPAB. Upon receiving the advice of the consultants and the LPAB, the ERO would recommend specific mitigation measures, if necessary. Excavation or construction activities which might damage the discovered cultural resources would be suspended for a maximum of four weeks (cumulatively for all instances where the ERO has required a delay in excavation or construction) to permit inspection, recommendation and retrieval, if appropriate.

- Following site clearance, an appropriate security program would be implemented to prevent looting. Any discovered cultural artifacts assessed as significant by the archaeologist upon concurrence by the ERO and the President of the LPAB would be placed in an appropriate repository as determined by the ERO. Copies of the reports prepared according to these mitigation measures would be sent to the California Archaeological Site Survey Office at Sonoma State University along with three copies to the ERO.

E. ALTERNATIVES

Alternatives to the proposed project would include the following:

A. No Project: The site would remain in its existing condition with all buildings remaining.

B. 6:1 FAR: The site would be developed with a FAR of 6:1, the maximum base FAR without the use of TDR.

C. 2/3 Size Project: The site would be developed with a building approximately 2/3 the size of the proposed project.

D. 18:1 FAR: The site would be developed with a FAR of 18:1, the maximum allowed with the use of TDR.

These alternatives and their potential impacts will be discussed in the EIR.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No	Discussed
*1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plants or animal, or eliminate important examples of the major periods of California history or pre-history?		X	
*2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X	
*3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable. (Analyze in the light of past projects, other current projects, and probable future projects.)	X		X
*4) Would the project cause substantial adverse affects on human beings, either directly or indirectly?		X	

The project would contribute to cumulative impacts of downtown development, primarily in the areas of transportation and air quality. Applicable cumulative impacts will be discussed in the EIR.

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

G. ON THE BASIS OF THIS INITIAL STUDY

____ I find that proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigations measures, numbers ____ , in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

_X_ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Barbara W. Sahm

BARBARA W. SAHM
Environmental Review Officer
for

DEAN L. MACRIS
Director of Planning

DATE: 7/9/90

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Attn: Tony Kilroy

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South of Market Alliance

ADJACENT PROPERTY OWNERS

301 Howard Street Associates
Attn: Gene Mays

Glenn and Margaret Ray

KSW Properties

Fritzi Realty

Continental Development Corporation
Attn: Paladin N V

Caltrans

MEDIA

San Francisco Bay Guardian
Attn: Patrick Douglas, City Editor

San Francisco Business Times
Attn: Tim Turner

San Francisco Chronicle
Attn: Martin Halstuk,
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